

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 30, 2012

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- a) Northeast Vaughan Collector Sewer
 - b) Pressure District 7 Water Supply System Improvements
 - c) Pressure District 8 Water Supply System Improvements
 - d) All necessary arterial road capacity improvements
3. THAT staff work with Metrolinx / GO Transit to advance the feasibility study for a potential new GO Transit Station in the vicinity of Kirby Road and Keele Street, and with York Region Transit to establish the future local transit service plans for the urban expansion areas;
 4. THAT through the subsequent Secondary Plan and Block Plan processes for Blocks 27, 34, 35 and 41, staff report back to Council with further details and updates on the specific infrastructure improvements that need to be advanced to support development; and
 5. THAT a copy of this report be forwarded to York Region.

Contribution to Sustainability

In considering the objectives of the City's Community Sustainability and Environmental Master Plan (Green Directions Vaughan), comprehensively planning and protecting for the ultimate infrastructure requirements to support the development of Blocks 27 and 41 will assist in:

- Minimizing greenhouse gas emissions and the movement towards carbon neutrality for City facilities and infrastructure
- Ensuring efficient and appropriate use of potable water
- Achieving sustainable growth and development
- Creating a City with sustainable built form
- developing and sustaining a network of sidewalks, paths and trails that support all modes of non-vehicular transportation
- developing and sustaining a network of roads that supports efficient and accessible public and private transit
- reducing single occupant vehicle trips by supporting active transportation, car pooling and public transit
- encouraging the establishment of green businesses and sustainable business practices

The objectives established in this report with respect to servicing and transportation related infrastructure requirements are consistent with Green Directions Vaughan.

Economic Impact

There are no immediate economic impacts associated with the recommendations of this report.

Communications Plan

A copy of this report will be forwarded to York Region.

Purpose

Council, at its meeting of June 26, 2012 approved the following:

"That based on the information received from the Region of York, Section 10.1.1.2 be amended in the Vaughan 2010 OP precluding initiation of new community Secondary Plans within ROPA 2, until two (2) of the identified Secondary Plans and the Natural Heritage Network Study are substantially completed. For the purposes of the Secondary Plans identified on Schedule 14-A, substantial completion means that a Statutory Public Hearing has been held pursuant to the Planning Act. For the purposes of the Natural Heritage

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Network Study, substantial completion means the submission by landowners within ROPA 2 of information in a format and at a level of detail that defines the features within the NHN in a manner consistent with TRCA, York Region and City of Vaughan policies inclusive of a report to Committee of the Whole and Council on the findings of Phase 1 and Committee and Council approval of terms of reference for Phases 2 – 4; and

That staff report back on achieving this goal, including the identification of any or all additional regional or provincial infrastructure and services including transportation, to the Committee of the Whole meeting of September 4, 2012.”

The purpose of this report is to provide an overview of the servicing and transportation infrastructure framework that is required to provide for the development of the Block 27 and Block 41 Secondary Plan areas.

A separate report is being submitted by the Commissioner of Planning to address Council's direction with respect to the completion of the Secondary Plans and the Natural Heritage Network Study.

Background - Analysis and Options

Vaughan's Official Plan 2010 establishes a strategic framework for shaping the City and accommodating future growth to a planning horizon of 2031. The policies of this Plan protect and strengthen existing community areas and establish a comprehensive framework to meet the minimum requirements set out in the Provincial Growth Plan and York Region's Official Plan. In order to meet growth forecasts, Blocks 27 and 41 have been added to the City's urban boundary and designated as new community areas.

The Block 27 and Block 41 lands are bounded by Kirby Road to the north and Teston Road to the south. Block 27 is located east of Highway 400 between Jane Street and Keele Street while Block 41 is located west of Highway 400 between Pine Valley Drive and Weston Road. The approved Highway 400 Employment Land as designated by OPA637 is also located north of Teston Road between both these residential blocks. Attachment No. 1 generally illustrates the location of Block 27 and 41 within the context of the City's current urban boundary.

The new community areas are intended to develop as complete and sustainable communities with a compact urban form supportive of transit, cycling and walking. These areas will be comprised of mixed density residential housing in proximity to local amenities. Accordingly, Blocks 27 and 41 will each be subject to comprehensive secondary plan and block plan processes.

Infrastructure Master Plans have identified services required to accommodate planned development

In 2008, Metrolinx / GO Transit established an integrated multi-modal and inter-regional transportation plan for the Greater Toronto and Hamilton Area (GTHA). This larger Regional Transportation Plan (RTP), also known as 'The Big Move', provides the long term requirements for transportation across the GTHA and will provide inter-regional rail and bus transit services throughout the GTHA, including Vaughan. Metrolinx / GO Transit is currently working on its first progress report on 'The Big Move' to provide a summary on the progress made to date since adoption in 2008. It is expected the progress report will be completed by early 2013.

In 2009, York Region revised its Official Plan to conform to the Provincial Growth Plan and as part of that process, updated its Regional Transportation Master Plan and Water / Wastewater Master Plan. These plans also define a broad framework for the delivery of long term Regional infrastructure to a planning horizon of 2031.

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A number of infrastructure related master plans have been prepared in support of Vaughan's Official Plan 2010. The City's Transportation Master Plan (TMP) was endorsed in principal by Council on October 18, 2011. The TMP will assist with addressing growth in a sustainable manner through to 2031 and is a key component of the City's new Official Plan.

In addition to the City's TMP, a City-wide Water/Wastewater Master Plan is currently underway and will be completed late this year. This study includes a comprehensive City-wide evaluation of the local water and wastewater infrastructures needed to efficiently accommodate the population and employment growth projections of the new Official Plan and associated Secondary Plan areas.

Block Plan approval could be realized by 2016/17 at the earliest

Based on discussions between staff and various landowner representatives for Blocks 27 and 41, it is estimated that Block Plan approval for these new urban boundary areas could potentially be achieved by 2016/17 at the earliest. This timing is subject to Vaughan's Official Plan 2010 receiving final approval by the Region and the Province, and subsequent approval of the necessary secondary plans for these areas.

Regional water and wastewater servicing improvements are required to accommodate full build-out

Based on York Region's 2009 Water / Wastewater Master Plan, Blocks 27 and 41 are predominantly located within the Pressure District 7 and 8 service areas of the York Water Supply System. As Pressure Districts (PD) 7 and 8 water supply demands increase in Vaughan and throughout other areas of York Region, additional water supply and storage will be required.

A new watermain and reservoir are required within PD7 to supply increased demands to northeast Vaughan. This will require the construction of a PD7 Regional supply watermain along Jane Street, from Teston Road to King Vaughan Road, and a PD7 Regional reservoir in the vicinity of Jane Street and King-Vaughan Road. This expansion to the Regional water system will provide adequate service to Block 41 and the balance of the PD7 service area within Vaughan including the employment lands in Block 34. Based on the Region's approved 2012 -10 year Capital Program, construction of the Regional PD7 system improvements is currently programmed to start in 2016.

In addition, a new reservoir is required within PD8 to service the majority of Block 27 and the balance of the PD8 service area within Vaughan including the employment lands in Block 35. This will require the construction of a new PD8 Regional reservoir in the vicinity of Keele Street and King-Vaughan Road. Construction of this PD8 Regional reservoir is currently programmed to start in 2016. Attachment No. 2 graphically illustrates the general location of these water supply system improvements.

Local distribution watermain internal to Blocks 27 and 41 will be required to connect with the new Regional watermain noted above. In addition, a local PD 7 interconnecting watermain along Teston Road and a local distribution watermain along Weston Road will ultimately be required for full build-out of Block 41 as shown on Attachment No. 2.

From a wastewater servicing perspective, both Blocks 27 and 41 are tributary to the Maple Service Area of the York-Durham Sewage System. York Region's 2009 Master Plan identifies the need to construct a Northeast Vaughan Collector sewer along the Jane Street corridor to convey wastewater flows from these Blocks to the existing downstream Maple Collector system as shown on Attachment No. 3. Construction of this new sewer is currently programmed to start in 2017. In addition, downstream trunk sewer improvements may be required to address constraints within the Western Maple Collector and the Jane-Rutherford Collector. The scope of these improvements will be defined through the Environmental Assessment process.

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The development of Block 27 will require the construction of local sub-trunk gravity sewers both internal to the Block and along Jane Street north of Teston Road. These sewers are expected to drain to the future Regional Northeast Vaughan Collector as shown on Attachment No. 3.

With the recent development of Block 33 West, and concurrent Regional improvements to Weston Road, a local sanitary sub-trunk sewer was constructed along Weston Road terminating at Teston Road. Residual capacity is available within this Weston Road sanitary sub-trunk sewer to accommodate development within Block 41. However, the initial findings of the City's Water &

Wastewater Master Plan identify a constraint in the downstream sewer system, which may require a diversion of sewage to the proposed Northeast Vaughan Regional Collector. Improvements to the City's local water and wastewater systems will be programmed concurrently with development.

Roadway and transit improvements required by York Region

York Region's 2009 Transportation Master Plan defines the Region's long term transportation vision and provides a framework upon which transportation decisions would be made through to a 2031 planning horizon. A number of Regional road capacity improvements are identified as necessary to support projected 2031 residential and employment populations. The specific arterial road improvements within the Block 27 and 41 areas are listed below and identified on Attachments No. 4 and 5.

- The completion of the Teston Road missing link between Keele Street and Dufferin Street
- Capacity improvements to Weston Road and Jane Street between Teston Road and King-Vaughan Road
- Capacity improvements to Teston Road between Weston Road and Pine Valley
- Capacity improvements to King-Vaughan Road between Bathurst and Highway 400
- Regional transit system improvements are required to meet planned transit modal share targets

Metrolinx / GO Transit continues to review need and justification for additional stations along the Barrie Line

The City and Region's Transportation Master Plans recommend the establishment of a new GO Rail station in the vicinity of Kirby Road and Keele Street in Block 27 as shown on Attachment No. 4. It is important to note that Council, at its meeting on June 7, 2011, endorsed a resolution that recommended Metrolinx prioritize a third GO Station in Block 27 to serve the growing needs to access rapid transit in Maple.

Metrolinx has advised that this proposed GO Rail Station is not identified in the RTP, however, consideration may be given to conducting a more detailed study for a future GO rail station in this location in the future. The process to review the feasibility of a Go Rail station at this location would entail the completion of a benefits case and a subsequent Environmental Assessment. These studies would be carried out in consultation with local municipalities. It is a policy of 'The Big Move' to plan, locate and designate stations to maximize integration with the surrounding neighbourhood to create a walkable environment and optimize development opportunities. Accordingly, staff is recommending that City staff work with Metrolinx/GO to advance the feasibility study for a proposed GO Transit Station in the vicinity of Kirby Road and Keele Street.

GTA West Planning and Environmental Assessment Study currently underway by the Ministry of Transportation

The focus of the GTA West Transportation Corridor study is to examine the long-term transportation needs / interconnectivity within the Greater Toronto Area specifically between

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Highway 400 and westerly to the Guelph area. The initial stage of study identifies this new transportation corridor terminating with a freeway to freeway interchange with Highway 400 in the general vicinity of Blocks 27 and 41 as shown on Attachment No. 4.

Vaughan Council, at its meeting on June 28, 2011, requested the Ministry of Transportation to integrate the provision of at least one full interchange with Highway 400 to service the Highway 400 Employment Area Secondary Plan (OPA 637) together with a Regional arterial connection in conjunction with Stage 2 of the GTA West EA. Subsequently, in July 2011, the Ontario Municipal

Board approved a modified version of OPA 637. In the related Minutes of Settlement, the Parties to the hearing agreed that MTO will proceed expeditiously with the GTA West Corridor EA, and in that process, will address the lands at the interchange of the Corridor with Highway 400 at the beginning of Stage 2 of the EA. Prior to the commencement of Stage 2 of the EA, MTO is expected to respond to Vaughan Council's request of June 28, 2011.

Stage 1 of the GTA West EA is nearing completion. In response to input received on the draft GTA West Transportation Development Strategy, MTO has carried out additional analysis and consultation to further examine the recommendations for inter-regional transportation improvements in the Halton area. It is anticipated that a final GTA West Transportation Development Strategy (Stage 1) will be finalized in fall 2012. Before Stage 2 of the GTA West Corridor EA can commence, it is staff's understanding that MTO will undertake a procurement process to retain the required consulting resources which may take between six to twelve months to complete. MTO has agreed to proceed expeditiously with the GTA West Corridor EA, and as part of that process, will address the lands at the interchange of the Corridor with Highway 400 at the beginning of Stage 2. The GTA West Corridor has been identified in both the City and Regional TMP's.

City's TMP has established groundwork for Secondary Plan and Block Plan approvals

As part of the Secondary Plan and Block Plan review and approval process, staff will ensure the proposed internal road network for Blocks 27 and 41 reflect the principles and objectives of the City's Official Plan and TMP. This will assist in securing complete and sustainable communities with a compact urban form supportive of transit, cycling and walking. Specific areas to be considered internally to the Block development areas include:

- A porous network of mid-block collector roads that will disperse traffic volumes over multiple primary roads and connect with neighbouring blocks
- Implementation of pedestrian and bicycle facilities in accordance with the City's approved Pedestrian and Bicycle Master Plan
- Urbanization of Pine Valley Drive between Teston Road and Kirby Road
- Urbanization of Kirby Road between Pine Valley Drive and Keele Street
- The extension of Kirby Road between Dufferin Street and Bathurst Street to improve east-west traffic capacity and connectivity

Region is considering the City's municipal road transfer request for King-Vaughan, Kirby and Pine Valley

Based on the conclusions of the City's TMP, certain segments of King-Vaughan Road, Kirby Road and Pine Valley Drive were identified as providing a Regional road function. Accordingly, on May 29, 2012, Council endorsed that York Region be requested to assume the following municipal roadways into the Regional road system. Refer to Attachment No. 4.

- a. King-Vaughan Road from Pine Valley Drive to Bathurst Street
- b. Kirby Road from Highway 27 to Dufferin Street
- c. Pine Valley Drive from King Vaughan-Road to Teston Road

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Significant improvements to these segments of roads will be required to accommodate total projected population and employment growth to a planning horizon of 2031. In the short term, these improvements will also provide benefits for development of Blocks 27, 41 and the Highway 400 Employment Lands.

Timing for implementation of infrastructure improvements should align with anticipated planning approvals

York Region's last master plan updates (completed in 2009) identify long term water, wastewater and transportation related infrastructure improvements required to facilitate development to a planning horizon of 2031. Certain growth assumptions were used in the preparation of the 2009 Regional Master Plans, which may now not be consistent with Vaughan's new Official Plan 2010. Accordingly, to ensure recommended actions align with infrastructure and land use development requirements, York Region's master plans (and related 10 year capital program plans) should now be updated based on the Vaughan's new Official Plan 2010.

Attachments No. 6 and 7 include summary tables of all infrastructure requirements related to Blocks 27, 41 and the Highway 400 Employment Lands. The tables further identify current capital programming for implementation and areas where implementation timing may need adjustment or where timing has not yet been established.

Prior to implementation of the above noted infrastructure, most projects will require a Class Environmental Assessment (EA) Study to identify preferred servicing alternative, routes and any property requirements necessary for implementation. York Region typically allows for a 2 year EA timeframe followed by a 2 to 3 year period for detailed design and construction. To date, none of the Environmental Assessment studies for these projects have been initiated.

Highway 400 Employment Lands to develop concurrently with Blocks 27 and 41

From a servicing and transportation perspective, the City must protect for development of the Highway 400 Employment Lands concurrently with proposed residential development in Blocks 27 and 41. The infrastructure needs for these employment areas are consistent with the residential areas. Accordingly, it is imperative that the necessary Regional infrastructure improvements (and associated capital planning) remain in step with anticipated development approvals.

Interim servicing schemes / phasing may be considered through the Block Plan review and approval process

Following the Secondary Plan process, Blocks 27 and 41 will be subject to a Block Plan process, which is a more detailed planning framework that describes how the policy aspects of development will be addressed, in accordance with the City's Official Plan and Secondary Plan.

Typically, a Master Environmental / Servicing Plan (MESP) and associated Transportation Study are required to support Block Plan approval. These studies may consider potential interim servicing options based on market absorption rates and associated phasing concepts developed by landowners. As a condition of Block Plan and subsequent Draft Plan approvals, local City infrastructure improvement needs will be secured for and implemented as necessary by development.

Relationship to Vaughan Vision 2020 / Strategic Plan

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report will assist in:

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- The pursuit of excellence in service delivery
- Enhancing and ensuring community safety, health and wellness
- Leading and promoting environmental and financial sustainability
- Demonstrating leadership and promoting effective governance
- Planning and managing growth, and economic vitality

The orderly and timely development of Blocks 27 and 41 will assist in advancing the City's Strategic Plan initiative to:

- Establish "city-wide master phasing and servicing allocation plans"

This report is therefore consistent with the priorities previously set by Council.

Regional Implications

This report was prepared in consultation with Regional staff and with reference to the approved 2012-10 Year Regional Capital Program.

Conclusion

As overviewed in this report, the current Regional servicing and transportation master plans provide the basic framework of infrastructure that is required to accommodate the population and employment projections to a 2031 planning horizon. These master plans should now be updated to consider the specific location, projected population distribution and timing of the new urban and intensification areas identified in Vaughan's new Official Plan 2010. The City is currently undertaking a City-wide Water and Wastewater Master Plan as part of the "Vaughan Tomorrow" growth management plan, which is expected to be completed later this year.

A new Go Transit Station is proposed under both the City and Regional Transportation Master Plans in the vicinity of Keele Street and Kirby Road. Staff is recommending that the City work with Metrolinx/GO to advance the undertaking of a feasibility study for this GO Transit Station.

Attachments

1. Block 27 and 41 Lands – Location Plan
2. Water Supply System Improvements
3. Wastewater Collection System Improvements
4. Transportation Network (1 of 2)
5. Transportation Network (2 of 2)
6. Water / Wastewater Infrastructure Summary Table
7. Roadway / Transit Infrastructure Summary Table

Report prepared by:

Selma Hubjer, Transportation Engineer, Ext. 8674
Jennifer Cappola-Logullo, Water / Wastewater Engineer, Ext. 8433
Michael Frieri, Manager of Engineering Planning and Studies, Ext. 8729

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

COMMITTEE OF THE WHOLE – OCTOBER 16, 2012

BLOCK 27 AND 41 SECONDARY PLAN AREAS INFRASTRUCTURE REQUIREMENTS

WARD 1 – VICINITY NORTH OF TESTON ROAD BETWEEN PINE VALLEY DRIVE & KEELE STREET

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. THAT York Region be requested to update their infrastructure master plans to reflect the location and projected population distribution of the new urban and intensification areas identified in Vaughan's new Official Plan 2010;
2. THAT York Region be requested to advance the specific Regional infrastructure improvements necessary to provide for the concurrent development of Blocks 27, 41 and the Highway 400 Employment Lands (OPA 637) including the following:
 - a) Northeast Vaughan Collector Sewer
 - b) Pressure District 7 Water Supply System Improvements
 - c) Pressure District 8 Water Supply System Improvements
 - d) All necessary arterial road capacity improvements
3. THAT staff work with Metrolinx / GO Transit to advance the feasibility study for a potential new GO Transit Station in the vicinity of Kirby Road and Keele Street, and with York Region Transit to establish the future local transit service plans for the urban expansion areas;
4. THAT through the subsequent Secondary Plan and Block Plan processes for Blocks 27, 34, 35 and 41, staff report back to Council with further details and updates on the specific infrastructure improvements that need to be advanced to support development; and
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Contribution to Sustainability

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- Minimizing greenhouse gas emissions and the movement towards carbon neutrality for City facilities and infrastructure
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That staff report back on achieving this goal, including the identification of any or all additional regional or provincial infrastructure and services including transportation, to the Committee of the Whole meeting of September 4, 2012.”

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Capital Program, construction of the Regional PD7 system improvements is currently programmed to start in 2016.

In addition, a new reservoir is required within PD8 to service the majority of Block 27 and the balance of the PD8 service area within Vaughan including the employment lands in Block 35. This will require the construction of a new PD8 Regional reservoir in the vicinity of Keele Street and King-Vaughan Road. Construction of this PD8 Regional reservoir is currently programmed to start in 2016. Attachment No. 2 graphically illustrates the general location of these water supply system improvements.

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Roadway and transit improvements required by York Region

York Region's 2009 Transportation Master Plan defines the Region's long term transportation vision and provides a framework upon which transportation decisions would be made through to a 2031 planning horizon. A number of Regional road capacity improvements are identified as necessary to support projected 2031 residential and employment populations. The specific arterial road improvements within the Block 27 and 41 areas are listed below and identified on Attachments No. 4 and 5.

- The completion of the Teston Road missing link between Keele Street and Dufferin Street
- Capacity improvements to Weston Road and Jane Street between Teston Road and King-Vaughan Road
- Capacity improvements to Teston Road between Weston Road and Pine Valley
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- Regional transit system improvements are required to meet planned transit modal share targets

Metrolinx / GO Transit continues to review need and justification for additional stations along the Barrie Line

The City and Region's Transportation Master Plans recommend the establishment of a new GO Rail station in the vicinity of Kirby Road and Keele Street in Block 27 as shown on Attachment No. 4. It is important to note that Council, at its meeting on June 7, 2011, endorsed a resolution that recommended Metrolinx prioritize a third GO Station in Block 27 to serve the growing needs to access rapid transit in Maple.

Metrolinx has advised that this proposed GO Rail Station is not identified in the RTP, however, consideration may be given to conducting a more detailed study for a future GO rail station in this location in the future. The process to review the feasibility of a Go Rail station at this location would entail the completion of a benefits case and a subsequent Environmental Assessment. These studies would be carried out in consultation with local municipalities. It is a policy of 'The Big Move' to plan, locate and designate stations to maximize integration with the surrounding neighbourhood to create a walkable environment and optimize development opportunities. Accordingly, staff is recommending that City staff work with Metrolinx/GO to advance the feasibility study for a proposed GO Transit Station in the vicinity of Kirby Road and Keele Street.

GTA West Planning and Environmental Assessment Study currently underway by the Ministry of Transportation

The focus of the GTA West Transportation Corridor study is to examine the long-term transportation needs / interconnectivity within the Greater Toronto Area specifically between Highway 400 and westerly to the Guelph area. The initial stage of study identifies this new transportation corridor terminating with a freeway to freeway interchange with Highway 400 in the general vicinity of Blocks 27 and 41 as shown on Attachment No. 4.

Vaughan Council, at its meeting on June 28, 2011, requested the Ministry of Transportation to integrate the provision of at least one full interchange with Highway 400 to service the Highway 400 Employment Area Secondary Plan (OPA 637) together with a Regional arterial connection in conjunction with Stage 2 of the GTA West EA. Subsequently, in July 2011, the Ontario Municipal Board approved a modified version of OPA 637. In the related Minutes of Settlement, the Parties to the hearing agreed that MTO will proceed expeditiously with the GTA West Corridor EA, and in that process, will address the lands at the interchange of the Corridor with Highway 400 at the beginning of Stage 2 of the EA. Prior to the commencement of Stage 2 of the EA, MTO is expected to respond to Vaughan Council's request of June 28, 2011.

Stage 1 of the GTA West EA is nearing completion. In response to input received on the draft GTA West Transportation Development Strategy, MTO has carried out additional analysis and consultation to further examine the recommendations for inter-regional transportation improvements in the Halton area. It is anticipated that a final GTA West Transportation Development Strategy (Stage 1) will be finalized in fall 2012. Before Stage 2 of the GTA West Corridor EA can commence, it is staff's understanding that MTO will undertake a procurement process to retain the required consulting resources which may take between six to twelve months to complete. MTO has agreed to proceed expeditiously with the GTA West Corridor EA, and as part of that process, will address the lands at the interchange of the Corridor with Highway 400 at the beginning of Stage 2. The GTA West Corridor has been identified in both the City and Regional TMP's.

City's TMP has established groundwork for Secondary Plan and Block Plan approvals

As part of the Secondary Plan and Block Plan review and approval process, staff will ensure the proposed internal road network for Blocks 27 and 41 reflect the principles and objectives of the City's Official Plan and TMP. This will assist in securing complete and sustainable communities

with a compact urban form supportive of transit, cycling and walking. Specific areas to be considered internally to the Block development areas include:

- A porous network of mid-block collector roads that will disperse traffic volumes over multiple primary roads and connect with neighbouring blocks
- Implementation of pedestrian and bicycle facilities in accordance with the City's approved Pedestrian and Bicycle Master Plan
- Urbanization of Pine Valley Drive between Teston Road and Kirby Road
- Urbanization of Kirby Road between Pine Valley Drive and Keele Street
- The extension of Kirby Road between Dufferin Street and Bathurst Street to improve east-west traffic capacity and connectivity

Region is considering the City's municipal road transfer request for King-Vaughan, Kirby and Pine Valley

Based on the conclusions of the City's TMP, certain segments of King-Vaughan Road, Kirby Road and Pine Valley Drive were identified as providing a Regional road function. Accordingly, on May 29, 2012, Council endorsed that York Region be requested to assume the following municipal roadways into the Regional road system. Refer to Attachment No. 4.

- a. King-Vaughan Road from Pine Valley Drive to Bathurst Street
- b. Kirby Road from Highway 27 to Dufferin Street
- c. Pine Valley Drive from King Vaughan-Road to Teston Road

Significant improvements to these segments of roads will be required to accommodate total projected population and employment growth to a planning horizon of 2031. In the short term, these improvements will also provide benefits for development of Blocks 27, 41 and the Highway 400 Employment Lands.

Timing for implementation of infrastructure improvements should align with anticipated planning approvals

York Region's last master plan updates (completed in 2009) identify long term water, wastewater and transportation related infrastructure improvements required to facilitate development to a planning horizon of 2031. Certain growth assumptions were used in the preparation of the 2009 Regional Master Plans, which may now not be consistent with Vaughan's new Official Plan 2010. Accordingly, to ensure recommended actions align with infrastructure and land use development requirements, York Region's master plans (and related 10 year capital program plans) should now be updated based on the Vaughan's new Official Plan 2010.

Attachments No. 6 and 7 include summary tables of all infrastructure requirements related to Blocks 27, 41 and the Highway 400 Employment Lands. The tables further identify current capital programming for implementation and areas where implementation timing may need adjustment or where timing has not yet been established.

Prior to implementation of the above noted infrastructure, most projects will require a Class Environmental Assessment (EA) Study to identify preferred servicing alternative, routes and any property requirements necessary for implementation. York Region typically allows for a 2 year EA timeframe followed by a 2 to 3 year period for detailed design and construction. To date, none of the Environmental Assessment studies for these projects have been initiated.

Highway 400 Employment Lands to develop concurrently with Blocks 27 and 41

From a servicing and transportation perspective, the City must protect for development of the Highway 400 Employment Lands concurrently with proposed residential development in Blocks 27 and 41. The infrastructure needs for these employment areas are consistent with the residential areas. Accordingly, it is imperative that the necessary Regional infrastructure improvements (and associated capital planning) remain in step with anticipated development approvals.

Interim servicing schemes / phasing may be considered through the Block Plan review and approval process

Following the Secondary Plan process, Blocks 27 and 41 will be subject to a Block Plan process, which is a more detailed planning framework that describes how the policy aspects of development will be addressed, in accordance with the City's Official Plan and Secondary Plan.

Typically, a Master Environmental / Servicing Plan (MESP) and associated Transportation Study are required to support Block Plan approval. These studies may consider potential interim servicing options based on market absorption rates and associated phasing concepts developed by landowners. As a condition of Block Plan and subsequent Draft Plan approvals, local City infrastructure improvement needs will be secured for and implemented as necessary by development.

Relationship to Vaughan Vision 2020 / Strategic Plan

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report will assist in:

- The pursuit of excellence in service delivery
- Enhancing and ensuring community safety, health and wellness
- Leading and promoting environmental and financial sustainability
- Demonstrating leadership and promoting effective governance
- Planning and managing growth, and economic vitality

The orderly and timely development of Blocks 27 and 41 will assist in advancing the City's Strategic Plan initiative to:

- Establish "city-wide master phasing and servicing allocation plans"

This report is therefore consistent with the priorities previously set by Council.

Regional Implications

This report was prepared in consultation with Regional staff and with reference to the approved 2012-10 Year Regional Capital Program.

Conclusion

As overviewed in this report, the current Regional servicing and transportation master plans provide the basic framework of infrastructure that is required to accommodate the population and employment projections to a 2031 planning horizon. These master plans should now be updated to consider the specific location, projected population distribution and timing of the new urban and intensification areas identified in Vaughan's new Official Plan 2010. The City is currently undertaking a City-wide Water and Wastewater Master Plan as part of the "Vaughan Tomorrow" growth management plan, which is expected to be completed later this year.

A new Go Transit Station is proposed under both the City and Regional Transportation Master Plans in the vicinity of Keele Street and Kirby Road. Staff is recommending that the City work with Metrolinx/GO to advance the undertaking of a feasibility study for this GO Transit Station.

Attachments

1. Block 27 and 41 Lands – Location Plan
2. Water Supply System Improvements
3. Wastewater Collection System Improvements
4. Transportation Network (1 of 2)
5. Transportation Network (2 of 2)
6. Water / Wastewater Infrastructure Summary Table
7. Roadway / Transit Infrastructure Summary Table

Report prepared by:

Selma Hubjer, Transportation Engineer, Ext. 8674
Jennifer Cappola-Logullo, Water / Wastewater Engineer, Ext. 8433
Michael Frieri, Manager of Engineering Planning and Studies, Ext. 8729

Respectfully submitted,

Paul Jankowski, P. Eng.
Commissioner of Engineering
And Public Works

Andrew Pearce, C.E.T.
Director of Development/
Transportation Engineering

ATTACHMENT NO. 1



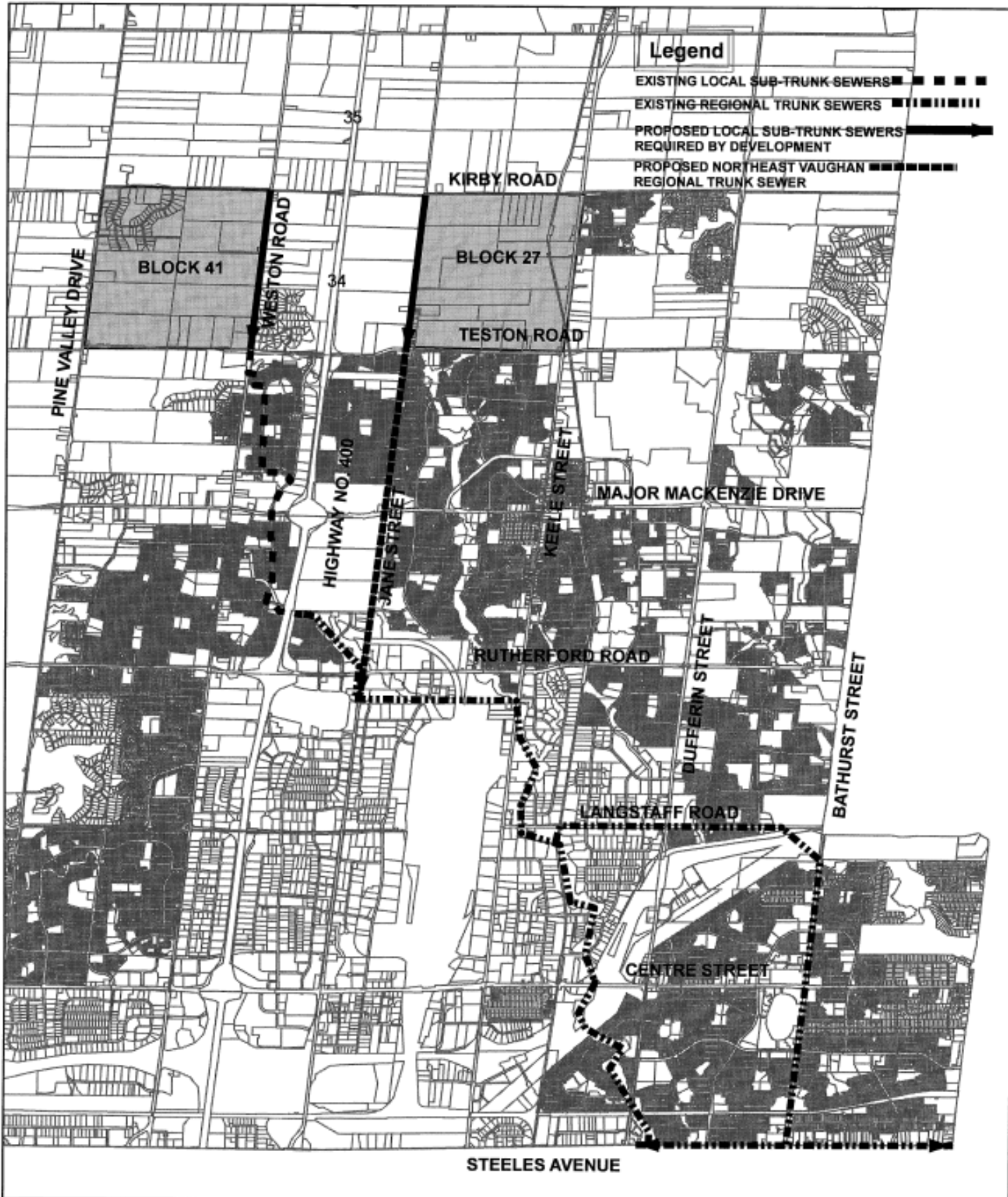
BLOCKS 27 & 41 LANDS LOCATION PLAN

ATTACHMENT NO. 2

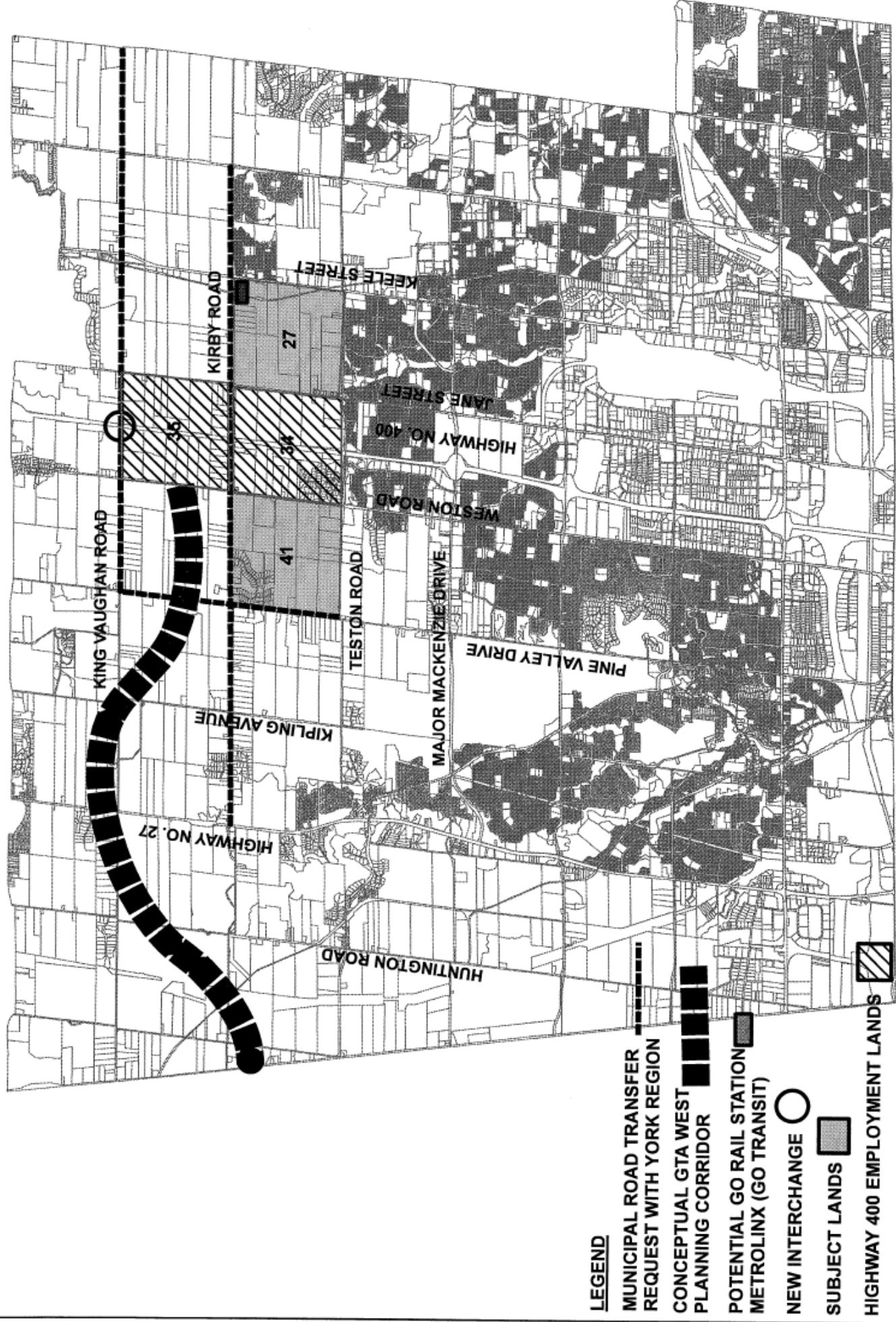


WATER SUPPLY SYSTEM IMPROVEMENTS

ATTACHMENT NO. 3

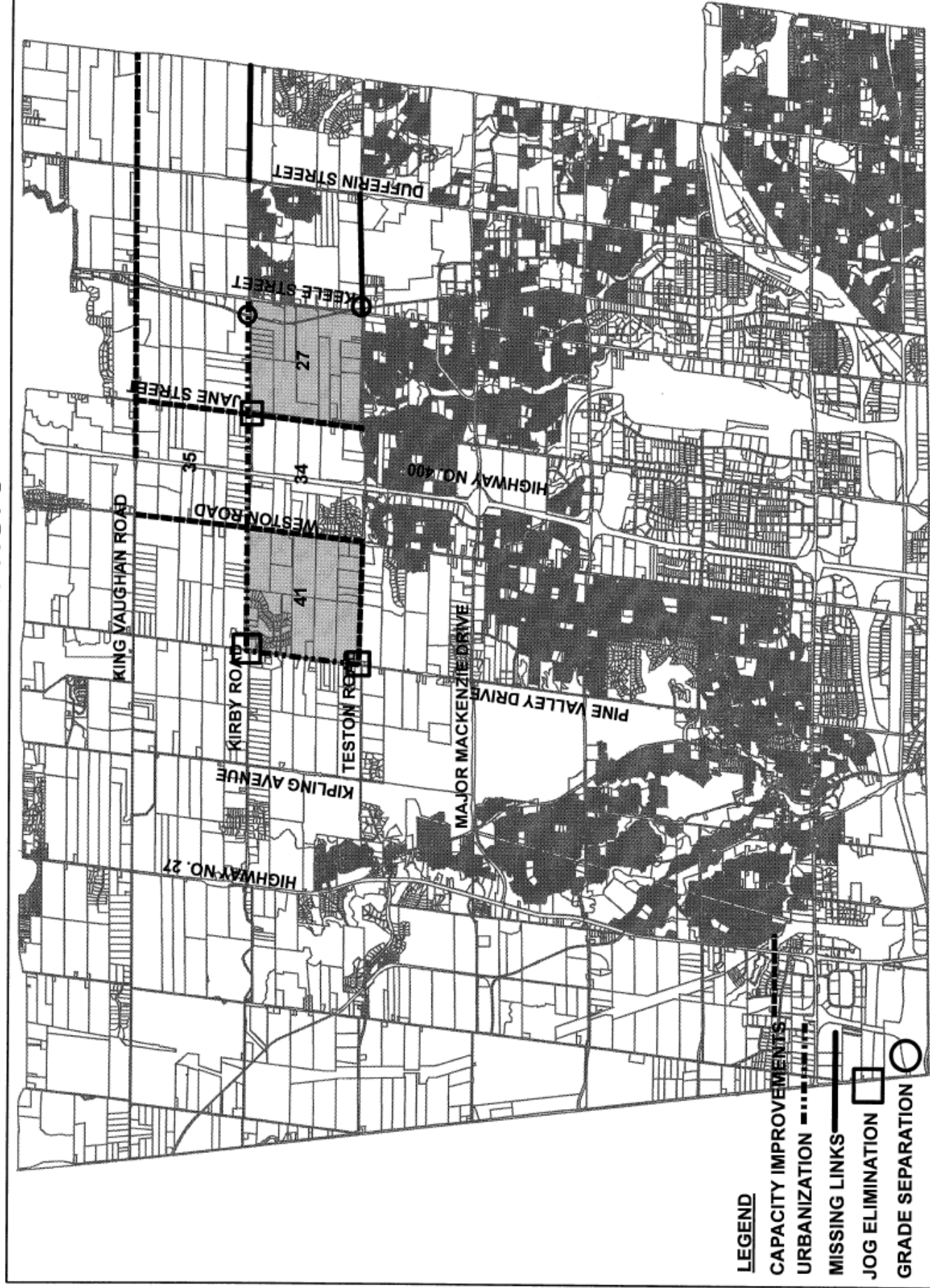


WASTEWATER COLLECTION SYSTEM IMPROVEMENTS



LEGEND

- MUNICIPAL ROAD TRANSFER REQUEST WITH YORK REGION
- CONCEPTUAL GTA WEST PLANNING CORRIDOR
- POTENTIAL GO RAIL STATION METROLINX (GO TRANSIT)
- NEW INTERCHANGE
- SUBJECT LANDS
- HIGHWAY 400 EMPLOYMENT LANDS



ATTACHMENT No. 6
WATER / WASTEWATER INFRASTRUCTURE SUMMARY TABLE
BLOCKS 27 AND 41 SECONDARY PLAN AREAS

ITEM	INFRASTRUCTURE (WATER / WASTEWATER)	JURISDICTION	CURRENT CAPITAL PROGRAM (START OF CONSTRUCTION)	TRIBUTARY BLOCK	COMMENTS
WATER SUPPLY / DISTRIBUTION SYSTEM					
1	PD7 Jane St. Supply Watermain (Teston Rd. to King-Vaughan Rd.)	York Region	2016	41	Timing to be confirmed via Master Plan Update
2	PD7 Reservoir (King-Vaughan Rd. and Jane St.)	York Region	2016	41	Timing to be confirmed via Master Plan Update
3	PD7 Teston Rd. Distribution Watermain (Pine Valley Dr. to Weston Rd.)	Vaughan	Subject to timing of Development	41	Improvements to be carried out concurrently with Development
4	PD7 Weston Rd. Distribution Watermain (Teston Rd. to Kirby Rd.)	Vaughan	Subject to timing of Development	41	Improvements to be carried out concurrently with Development
5	PD8 Reservoir (King-Vaughan Rd. / Keele St.)	York Region	Not Programmed Master Plan Identifies 2031	27	Timing to be confirmed via Master Plan Update
WASTEWATER COLLECTION SYSTEM					
6	Northeast Vaughan Collector	York Region	2017	27 and 41	Timing to be confirmed via Master Plan Update
7	Western Maple / Jane Rutherford Collector Potential Capacity Improvements	York Region	Not Programmed	27 and 41	Need to be confirmed via Master Plan Update
8	Jane St. Sub-Trunk Extension	Vaughan	Subject to timing of Development	27	Improvements to be carried out concurrently with Development
9	Weston Rd. Sub-Trunk Extension And Potential Downstream Improvements	Vaughan	Subject to timing of Development	41	Improvements to be carried out concurrently with Development

ATTACHMENT No. 7

ROADWAY / TRANSIT INFRASTRUCTURE SUMMARY TABLE

BLOCKS 27 AND 41 SECONDARY PLAN AREAS

ITEM	INFRASTRUCTURE (ROADS / TRANSIT)	JURISDICTION	CURRENT 10 Year CAPITAL PROGRAM (START OF CONSTRUCTION)	TRIBUTARY BLOCK	COMMENTS
1	Weston Rd. Capacity Improvements (Teston Rd. to King-Vaughan Rd.)	York Region	Not Programmed Master Plan Identifies 2031	41	Timing to be confirmed via Master Plan Update
2	Jane St. Capacity Improvements (Teston Rd. to King-Vaughan Rd.)	York Region	Not Programmed Master Plan Identifies 2031	27	Timing to be confirmed via Master Plan Update
3	King-Vaughan Rd. Capacity Improvements* (Hwy 400 to Bathurst St.)	Vaughan	Not Programmed York Region Master Plan Identifies 2031	27 and 41	Timing to be confirmed via Master Plan Update
4	Teston Rd. Capacity Improvements (Pine Valley Dr. to Weston Road)	York Region	Not Programmed Master Plan Identifies 2031	27 and 41	Timing to be confirmed via Master Plan Update
5	Teston Rd. Missing Link (Keele St. to Dufferin St.)	York Region	2020	27 and 41	Timing to be confirmed via Master Plan Update
6	Kirby Road Missing Link / Capacity Improvements (Dufferin St. to Bathurst St.)	Vaughan	Staff recommending commencement of EA in 2014	27 and 41	Missing link to be constructed by 2021 as per Council Direction of October 18 th , 2011
7	Pine Valley Dr. Urbanization (Teston Rd. to Kirby Rd.)	Vaughan	Subject to timing of Development	41	Improvements to be carried out concurrently with Development
8	Kirby Road Urbanization (Pine Valley to Keele St.)	Vaughan	Subject to timing of Development	41	Improvements to be carried out concurrently with Development
9	GO Transit Commuter Station (Keele St. and Kirby Rd.)	Metrolinx / GO Transit	Not Programmed	27	Not identified in Regional Transportation Plan 'The Big Move'
10	GTA West Corridor	MTO	Not Programmed	N/A	EA Currently underway by MTO

* Subject of municipal road transfer request to York Region

October 16th, 2012 – Committee of the Whole

City of Vaughan

October 16, 2012

Mayor and Council
City of Vaughan
Clerk's Office
E: Jeffrey.Abrams@vaughan.ca

C	<u>1</u>
Item #	<u>7 & 8</u>
Report No.	<u>39</u>
<u>Council - OCTOBER 30/12</u>	

Dear Mayor and Council,

RE: COMMITTEE OF THE WHOLE MEETING OCTOBER 16, 2012,
ITEM #7, DIRECTION TO REPORT ON TERMS OF REFERENCE AND BUDGET PREPARATION
OF THE NEW COMMUNITY AREAS SECONDARY PLAN(S)
ITEM #8, BLOCK 27 & 41

I have attended three meetings to learn and share input on the current Natural Heritage Network Study (NHNS) taking place in Vaughan. As I see it phase 1 was to pull together all existing records & documentation, with phases 2, 3, and 4 involving further field studies to determine where best to expand or contract current boundaries for forest, linkage, field/meadow and wetlands.

I am very disappointed to learn that the secondary plans for the urban expansion in blocks 27 and 41 will proceed without the completion of phases 2, 3, and 4 in these areas.

These northern areas of Vaughan hold the best areas where the Natural Heritage Network could be expanded as determined by the collection and analysis of data. Ideally the Natural Heritage Network Study for all of Vaughan should be completed prior to any development in these undeveloped areas, however at a minimum, all four phases of the NHN Study should be completed for blocks 27, 41 and adjacent areas prior to starting any secondary plans for these blocks. I question how those involved with the development of secondary plans can start without first knowing which areas, wildlife and habitat, need to be protected.

The NHN Study is also crucial in determining where the infrastructure for blocks 27 and 41 should go, as well as where the infrastructure should go for the new employment lands.

That being said, many new homes will be built in these two blocks and many new people will move into these areas. More people will be commuting to and from, using the existing roads, and adding to the existing congestion, gridlock and frustration felt by the citizens of Vaughan.

The ways to reduce this added congestion, gridlock, and frustration would be to only develop the lands of block 27 and 41 as the employment lands and transportation network in the area are developed. The transportation network should include bike paths around the new communities with routes to and through the employment lands (ideally not on the roads that motorized vehicles use). There should be walking paths that cut through streets to minimize walking distances to schools, community centres, main arterial roads (and public transit) and employment areas. And public transit should be up and running as the newcomers move into

their new homes so they can develop new “healthy and environmentally friendly” transportation “habits”. Ideally the new GO Station should come online before, or at the same time.

The City of Vaughan has a great opportunity to create a new community that will be the envy of all Vaughan residents, a healthy and green community that residents will be proud to live in. I urge Council to make sure that the right steps are taken to ensure that this happens.

Complete Phases 1, 2, 3, and 4 of the Natural Heritage Network Study in Blocks 27 & 41 and the areas adjacent to these blocks prior to starting any secondary plans for these areas.

Only develop the lands of block 27 and 41 as the employment lands / jobs, and the transportation network in the area are developed.

Sincerely,
Susan Sigrist
27 Matterhorn Road
Maple, ON L6A 2V4

Subject: FW: Committee of the Whole Meeting October 16th 2012, Item #8 Block 27 And 41 Secondary Plan Areas, Infrastructure Requirements

C	<u>2</u>
Item #	<u>8</u>
Report No.	<u>39</u>
<u>Council - OCTOBER 30/12</u>	

From: Antony Niro P.Eng. [mailto:antony.niro@gmail.com]

Sent: Tuesday, October 16, 2012 12:05 PM

To: Clerks@vaughan.ca

Cc: Bevilacqua, Maurizio; Schulte, Deb; DeFrancesca, Rosanna; Rosati, Gino; Shefman, Alan; Racco, Sandra; Di Biase, Michael; Carella, Tony; Iafrate, Marilyn; Kim Champion; terra.vaughanweekly@gmail.com

Subject: Committee of the Whole Meeting October 16th 2012, Item #8 Block 27 And 41 Secondary Plan Areas, Infrastructure Requirements

Dear Members of Council,

I've read Item #8 on the Committee of the Whole report for today. It's good to see some initiative put forward in getting infrastructure built for the residents of Vaughan. As a representative and resident of the Vaughan Countryside Communities (as recently dubbed by the Ward Boundary Review undertaken by Dr. Ron Landes), infrastructure improvements in our area are top of mind.

As the number 1 issue for Vaughan residents, improving our traffic congestion has to be a priority. I am sorry to report to this Council that to date I'm unaware of any meaningful, tangible or real infrastructure improvements that are completed and currently being used by Vaughan residents that have improved our traffic problems. If there are any, perhaps a communication strategy crediting this Council with that infrastructure upgrade needs to be improved. I want desperately for this Council to say "We have a new interchange on the 400" or "Kirby Road has been completed and opened", or "Rutherford Road has been widened to 6 lanes". Talking about it doesn't really mean anything to residents. Building it does.

Lastly, before the New Community Areas are built, it is absolutely essential that the transportation infrastructure improvements are in place FIRST. I understand that the arterial road network serves a larger area, and hence a local area (Like block 41 and 27) cannot be solely burdened to build that specific improvement. That Block, however, can at least UP FRONT its construction and be paid back over a period of time by the Region or the City. That is a reasonable condition of approval. This is a creative Public Private Partnership that can get much needed services NOW as opposed to waiting.

I was disappointed not to see a recommendation of this UP FRONTING of transportation infrastructure improvements in this Report. Long drawn out processes to determine these things seems exactly that...long and drawn out. We should not bog down these processes with unnecessary layers upon layers of policy and "let's talk about it". Just get it done! Build the infrastructure now so this Council can get credit for it otherwise it is likely most of Council will be running on the *promise* (again) that they will solve our traffic problems without any tangible results from the past term.

-Antony.

Antony Niro P.Eng
From the Vaughan Countryside

Kleinburg and Area Ratepayers' Association

P.O. Box 202, Kleinburg, Ontario, L0J 1C0
Email: kara@kara-inc.ca Website: www.kara-inc.ca

October 16th, 2012

C	3
Item #	748
Report No.	39
Council - OCTOBER 30/12	

Dear Mayor and Council

The KARA Board of Directors is taking this opportunity to advise you that we are strongly in support of Councillor Deb Schulte's motion to delay initiating the Secondary Plans for the New Community Areas until the Natural Heritage Network is complete and that the development only be allowed to proceed in conjunction with the employment opportunities in adjacent lands and the identified transportation infrastructure.

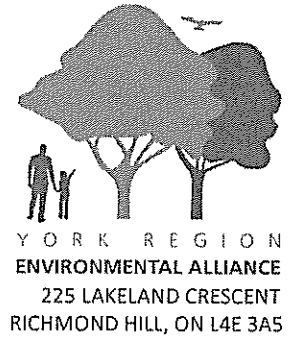
We also support a financial impact analysis for both Blocks.

Sincerely,



Ken Schwenger
President, KARA

C	<u>6</u>
Item #	<u>8</u>
Report No.	<u>39</u>
<u>Council - OCTOBER 30/12</u>	



October 15, 2012

Mayor and Council
City of Vaughan
Clerk's Office
E: Jeffrey.abrams@vaughan.ca

Dear Mayor and Council,

RE: COMMITTEE OF THE WHOLE MEETING OCTOBER 16, 2012, ITEM #8, BLOCK 27 & 41

The York Region Environmental Alliance is participating in and providing input at Vaughan's Natural Heritage Network Study (NHNS) meetings and commends the City for undertaking this worthy initiative.

Just as companies are increasingly looking at a triple bottom line model to doing business, so to, must municipalities and the cities and towns within them, embrace a holistic approach to planning and building if we are to realize liveable, healthy, vibrant communities.

To avoid the mistakes of piecemeal planning (more gridlock, urban sprawl and ecological degradation) we ask that the identified Secondary Plans and Natural Heritage Network Study be substantially complete so that transportation, mixed use development, amenities, services, employment, infrastructure and preservation of green spaces can be considered all together in an informed manner with input from all stakeholders.

We therefore feel it is premature to initiate the Secondary Plans for New Community Areas until the important work of the Natural Heritage Network Study is complete.

Sincerely,

Gloria Marsh, Executive Director
York Region Environmental Alliance
E: gloria@yrea.org
T: 905-773-4028

Magnifico, Rose

Subject:

FW: Delay Secondary Plans for the New Community Areas

From: Florida Giallonardo-Brienza [<mailto:fgbrienza@gmail.com>]

Sent: Monday, October 15, 2012 10:51 AM

To: Abrams, Jeffrey

Subject: Delay Secondary Plans for the New Community Areas

<u>C 9</u>
COMMUNICATION
CW - <u>Oct 16/12</u>
ITEM - <u>7 + 8</u>

Dear Mr Abrams:

I strongly support delaying the initiation of the Secondary Plans for the New Community Areas until the Natural Heritage Network is complete.

The development should only be allowed to proceed in conjunction with the employment opportunities in adjacent lands and the identified transportation infrastructure.

I would also request a full financial impact analysis for both Blocks.

This seems to be the only judicious approach to the further development of our beloved City of Vaughan.

Florida Giallonardo-Brienza

Ward 2

"Fatti non foste a viver come bruti, ma per seguir virtute e conoscenza."

(Divina Commedia, Inferno, Canto XXVI, 119-120)

Magnifico, Rose

Subject:

FW: Development Plans for The City of Vaughan Item #8

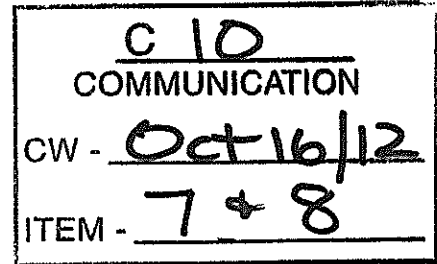
----- Original Message -----

From: brian pittman [<mailto:pinetrees@ca.inter.net>]

Sent: Monday, October 15, 2012 09:55 AM

To: Abrams, Jeffrey

Subject: Development Plans for The City of Vaughan Item #8



As a resident of Vaughan since 1963 I am dismayed by Vaughan's headlong rush to allow every inch of available space to infill with new subdivisions of residential construction. While this provides an influx of builder's lot levies to the City's coffers it is unsustainable and brings a plethora of new problems.

Is the quality of life for the new and existing residents improved by unimaginative town planning which gives little or no consideration to ever- worsening gridlock and agonisingly slow commutes?

I enthusiastically endorse Councillor Schulte's motion to be tabled at the imminent meeting that the City delays initiating the Secondary Plans for the New Community Areas until the Natural Heritage Network is complete and that the development only be allowed to proceed in conjunction with the employment opportunities in adjacent lands and the identified transportation infrastructure. There should also be a comprehensive financial impact analysis.

Brian Pittman, Kleinburg.

Magnifico, Rose

Subject:

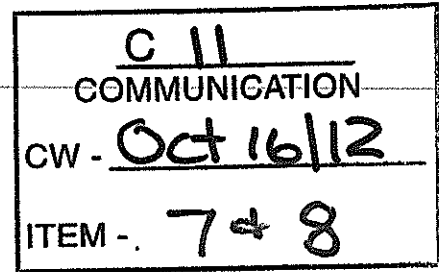
Communication Item 48

From: MARCO BOCCITTO [<mailto:mbocci1087@rogers.com>]

Sent: Monday, October 15, 2012 12:54 PM

To: Abrams, Jeffrey

Subject: Communication Item 48



Dear Mr Abrams ,

As a concerned resident I believe we need to delay initiating the Secondary Plans for the New Community Areas until the Natural Heritage Network is complete and that the development only be allowed to proceed in conjunction with the employment opportunities in adjacent lands and the identified transportation infrastructure. In my opinion this is being rushed and not enough residents have had a chance to voice their opinions. Add to that the meeting being held in the middle of the afternoon when most residents are working this is unfair.

I certainly hope that council listens.

Thank You

Marco Boccitto

Magnifico, Rose

Subject:

FW: Committee of the Whole Item #8 - Natural Heritage

From: Brian McCran [mailto:brianmccran@gmail.com]

Sent: Tuesday, October 16, 2012 12:25 AM

To: Abrams, Jeffrey

Subject: Committee of the Whole Item #8 - Natural Heritage

C 12
COMMUNICATION
CW - Oct 16/12
ITEM - 7+8

Dear Jeffrey,

I suggest that Council delay initiating the Secondary Plans for the New Community Areas until the Natural Heritage Network is complete and that the development only be allowed to proceed in conjunction with the employment opportunities in adjacent lands, the identified transportation infrastructure and is supported by a viable Public Transit Network.

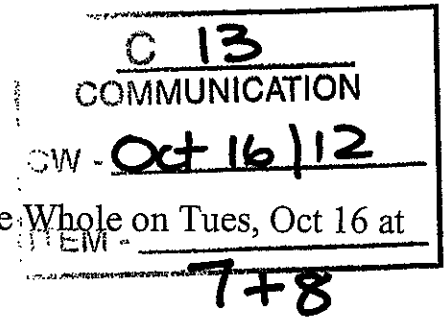
regards,

Brian McCran
Vaughan Resident

This e-mail has been scanned by MCI Managed Email Content Service, using Skeptic™ technology powered by MessageLabs. For more information on MCI's Managed Email Content Service, visit <http://www.mci.com>.

Oct 15, 2012

Hello Mr. Abrams,



I would like to speak to #8 on the agenda of the Committee of the Whole on Tues, Oct 16 at 1 PM.

I would advocate that the City completes the Natural Heritage Network Study before proceeding with development of blocks 27 and 41 and that the assessment of the value of the natural heritage should not be done by property owners, but by a body, fully qualified to observe and assess the significance of their natural lands and in an unbiased manner.

In order to create the conditions in which a person finding a job in the new employment lands in Vaughan may also purchase a home close by, I would advocate that the employment lands be developed along with, or before the housing developments.

I also believe that a financial impact study should be done to discern the future maintenance costs and the net benefit to the taxpayers of the City. I believe it makes sense that slower and more methodical development will spread all development costs over a longer period of time and make the future maintenance of infrastructure more financially viable for the City.

Cities need to revise the development process to make it financially feasible in the long term. Where ongoing infrastructure maintenance costs are greater than the increased tax base of the development, the process must be re-thought. The current process is not sustainable, and in this case is likely to be detrimental not only to our economic viability, but also to our valuable natural heritage.

I believe that the tough sledding comes when the Council begins implementing the Official Plan with its sustainability mission. As a taxpayer, I would expect Councilors to withstand outside pressures and to hold on to those priorities with a clear vision of what is good for Vaughan.

Thank you,
Martha Bell

Magnifico, Rose

Subject:

Regarding Committee of the Whole Tuesday Oct 16th at 1 PM; Item #8, Block 27 & 41
Secondary Plan Areas Infrastructure Requirements

C 14
COMMUNICATION
CW - Oct 16/12
ITEM - 7 + 8

From: David Toyne [<mailto:davidtoyne@me.com>]

Sent: Tuesday, October 16, 2012 11:26 AM

To: Abrams, Jeffrey

Cc: Gillian Evans; tim.sorochinsky@gmail.com

Subject: Regarding Committee of the Whole Tuesday Oct 16th at 1 PM; Item #8, Block 27 & 41 Secondary Plan Areas Infrastructure Requirements

Dear Mr. Abrams and City Counsellors:

We live at 10240 Pine Valley Drive, south of Teston Road and north of Major Mackenzie. My wife and I are the third generation of her family stewarding Upper Cold Creek Farm. Grant Glassco, original owner of the farm, donated hundreds of acres to the TRCA in the late 70's as part of the family's commitment to maintain and improve the lands for generations to come.

We are disappointed with the accelerating pace of development all around us. Row upon row of houses, some of them monster in dimension, are chewing up farmland and green space at an intensity never seen before. In the pursuit of "intensification", it seems we are forgetting about the unintended consequences of insufficient transportation planning and the impact on our natural heritage and the environment. And the simple act of urbanizing roads is not helping. We need more real intensification, located at or near public transit. Why put a Lowes or Walmart next to the Maple Go Station when you could locate multi-residential condominiums and apartments? We need to stop the reliance upon the car and increase the utilization of public transit - how? Make public transit available and make the car unnecessary.

Living within the Greenbelt gives us a constant reminder of the wonderful natural heritage we enjoy in Vaughan. Our job as stewards of this heritage is to do everything in our power to ensure our descendants have the expected enjoyment of these lands, just as we do now. Biking along Pine Valley, and enjoying the incredible escarpment views to the west near the King-Vaughan Road are just too good to be eviscerated in the name of "progress".

In summary, I agree with Counsellor Schulte in that we believe our community must ensure that any future developments respect the natural heritage requirements for sustainability therein and that developments only proceed in conjunction with the necessary infrastructure. The natural heritage is incredibly rich in these two blocks so we should not be planning the secondary plans until we have the Natural Heritage Network complete. If we understand it correctly, it appears incredulous at worst and inappropriate at best to leave the definition of our Natural Heritage Network to the landowners of Blocks 27 & 41. How can we plan for development when the City of Vaughan has not yet defined what we need to preserve to sustain a healthy Natural Heritage System?

We also believe that development should only proceed after a financial impact study has confirmed that the developments are within the financial capacity of the City. As stewards of the land and our tax

dollars, I urge counsel to act with prudence and a view to the greater common good, not the needs or desires of landowners/developers in these two blocks. Lets make sure we are not destroying the natural heritage we have been blessed with in the name of development, nor are we saddling our future generations with even more public debt, just because you have the power to do so. Your legacy as counsellors will be defined by the compromises inherent in the decisions you make.

In summary, and consistent with Counsellor Shulte's recommendation, we strongly encourage delaying Secondary Plans for the New Community Areas until the Natural Heritage Network is complete and that the development only be allowed to proceed in conjunction with the employment opportunities in adjacent lands, the identified transportation infrastructure and is supported by a viable Public Transit Network. On the matter of financing infrastructure, Council should require a financial impact analysis for both Blocks be prepared with full accountability on the costs/benefits therein.

Thank you for reading our letter,

Gillian Evans and David Toyne